market landing, the hardship experienced was not small. The Government should construct a road at their cost along that bank from the ferry to the market landing.

The Alwaye market was very crowded on market days. The carts going to the market had to take a circuitous route to reach it. The construction of a road from the junction of the "staff quarters road" and the Vengola road to meet the Hospital road along the southern side of the hospital would avoid the difficulties now experienced.

The number of canoes reaching Alwaye on market days usually exceeded four hundred. There was not sufficient facility for these canoes to land at the market landing for purposes of lading and unlading goods. During the floods, the current was very strong; and during the dry season, the landing-place was full of slush and canoes could not lie alongside the bank. The western market landing should be improved and *ghats* constructed.

The Assistant Excise Commissioner's office building and salt *bankshal* projected on the market road and was a source of hindrance to traffic. The Assistant Excise Commissioner's office could be removed to the Excise Chowkey. In that case, the present building could be removed and the difficulty complained of could be avoided.

DEWAN'S REPLY: Mr. Krishna Pillai, it is only a little more than three years ago that the Alwaye taluk was amalgamated with Parur and the cutcherry was removed from Alwaye. The question of going back to the old arrangement cannot be taken up so soon.

2. The Chief Engineer has taken up the question of dredging the river at the place mentioned.

3. The Tirumuppam road is only a little village road and is of no importance whatever and all that can be done without the help of special grant will be done.

4. The next point is the construction of a road along the Alwaye river from the ferry to the market landing. This is a road within the Municipal limits, and if at all it is to be constructed, it should be undertaken by the Municipality.

5. The Excise Commissioner will take up the question of the removal of the salt *bankshal*.

6. The other matters will be considered.

146. Needs of the Parur town.

MR. ERALIL THOMAS ISAAC (*Member, Municipal Council, Parur*) said that most part of Parur taluk was below the flood level of the Periyar. The floods at the end of 1099 caused extensive loss of life and damage to property, particularly on the northern bank of the river. The construction of a bridge across the river would enable the people to escape to the higher bank on the southern side.

The road length in Parur had been stationary from ancient times. Only $1\frac{1}{4}$ miles of the Main Central Road belonged to Parur, which has no metalled roads. Metal is often seen collected but it is not rammed in.

There was no public tank that can be used by the non-caste Hindus and others for bathing. Tanks could cheaply be dug there; and it was necessary to construct a few tanks.

Municipal franchise was now confined to those who paid a tax of Re. 1 per annum and above. All tax-payers should have the power to vote.

DEWAN: The revision of the qualifications of voters is not exactly a matter that comes within the scope of your subject "Needs of the Parur town". The rules being the same for all municipalities in the State, it is a broader, general question.

The Member then wanted that the President of the Municipality should be elected direct by the rate-payers instead of by the elected Councillors.

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The appointments to the Parur Panchayat Court which is now dealing out justice satisfactorily should not be made on communal considerations, but only on grounds of real merit.

Parur should have a separate Magistrate, particularly in view of the large number of Excise cases in which the criminals could easily get across into Cochin territory and escape immediate punishment.

DEWAN'S REPLY: Mr. Eralil Thomas Isaac, as you had not given previous notice of the particular needs of the Parur town, it is impossible for me to give you answer on the points you have now brought forward. They will be noted down and considered at leisure.

The Assembly adjourned at 5-35 P. M. to meet again at 11-30 A. M. on Wednesday, the 3rd March, 1926.

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